

G. O. P. MAJORITY OF 16 FORECAST IN NEW SENATE

'Sun-Herald' Survey of National Outlook Indicates Gain of Seven Seats.

SOME FIGHTS BITTER

League of Nations and Prohibition Clash Peculiarly in Aligning Candidates.

VETERANS FACE DEFEAT

Democrats Not Hopeless and Republicans Must Battle Hard to Get Results.

In surveying the national political situation with a view to assuming to forecast the result of November's election one comes face to face with possibilities, probabilities and hard and fast uncertainties that make any prediction as vulnerable as a false alibi. Therefore that which follows must be understood to be nothing more than a survey by a correspondent for THE SUN and NEW YORK HERALD after a trip through the various States mentioned, in which conclusions are arrived at through talks with men and women of all occupations and positions, socially and economically, and through close observations of candidates, their records, the local fights in which they are involved, their opponents—probable and actual—and the present temper of the men and women voters to whom all candidates are looking for votes. To be sure, platform and the popular sentiment upon are not ignored.

This particular survey has to do with the political personnel of the coming Senate. It might be well to start in with the knowledge that in several States where seats are being contested for and where the Senatorial candidates are of questionable party regularity party lines have been confused to a great extent. Candidates show up blurred and not sharply defined. The League of Nations and the Eighteenth Amendment are largely responsible. For instance, one sees a fight in which a dry Democrat who is opposed to an unhampered league is running against a light wines and beer Republican who thinks that Mr. Wilson has spoken the last word on the treaty.

It is very well to condemn the first as no Democrat and characterize the second as a misguided Republican. But such are the facts, and just at present old timers who once were wont to come forth at any time at any place and in any circumstances and bravely predict the outcome of pending battles are now content to let some one else do the guessing. He who to-day is cocksure or Cossack—politically, that is—admits his lack of judgment.

G. O. P. Hopes for Senate.

To begin with, the present Senate comprises forty-nine Republicans and forty-seven Democrats. Republican national leaders look forward with greater or lesser complacency to the coming Senate with fifty-six Republicans and forty Democrats—a gain of seven Republican seats. They expect to win their seven seats in Arizona, California, Colorado, Kentucky, Maryland, New York, Ohio, Utah and Wisconsin. That is a great deal like saying that there'll be a hot fight in every State where any doubt exists as to which party will be shorter and tantamount to the same thing. But these States are mentioned because briefly a summary of the situation there is to be attempted.

And it is but fair to warn all earnest Republicans that the Democrats are predicting that the next Senate will be composed of forty-three Republicans and thirty-three Democrats. The Democrats are a great deal more confident of winning the Senate than electing Cox, Rutland and Wisconsin. That is a great deal like saying that there'll be a hot fight in every State where any doubt exists as to which party will be shorter and tantamount to the same thing. But these States are mentioned because briefly a summary of the situation there is to be attempted.

On the other side of the state are the Democratic claims indicating that hard-won the lot of the Republican leaders if they are to make good their predictions. Indeed it must be recognized that hard work and an infinite amount of it will be necessary in Arizona, California, Colorado, Idaho, Kentucky, Maryland, Indiana, Missouri, New York, Ohio, Utah and Wisconsin. That is a great deal like saying that there'll be a hot fight in every State where any doubt exists as to which party will be shorter and tantamount to the same thing. But these States are mentioned because briefly a summary of the situation there is to be attempted.

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MURPHY DROPS LANSING; WON'T OFFEND WILSON

Up-State Democrats Force Change in Plans for U. S. Senate Designation.

LUNN TO MAKE A FIGHT

Gov. Smith to Dictate Platform, Which Threatens to Be a Trifle Wet.

WOMAN GOING ON TICKET

Kings to Get a Nomination to Try to Win Over Friends of G. O. P. Losers.

By a Staff Correspondent of THE SUN and NEW YORK HERALD. SARATOGA, Aug. 1.—Gov. Alfred E. Smith is to be played up as the dominating figure of the Democratic unofficial State convention, which meets here Tuesday. He arrived tonight and took cottage No. 7 at the United States Hotel, presumably so he could remain secluded from the importunities of the rank and file at the Grand Union Hotel, which is Democratic headquarters.

Charles E. Murphy is at the Grand Union, and will do business, as usual, from room 213. The Tammany brass and some of the up State leaders are holding a powwow there to-night, which probably will last into the early morning. The Governor went there immediately after dinner, and continued a conference which began earlier in the day on the golf links at Schenectady. Murphy went there from Saratoga this morning, and was met by the Governor, who had motored over from Albany.

Lansing's chance for the Senate nomination diminished appreciably when the leaders, after conference, decided it would be unwise to declare such a direct slap at President Wilson.

Lansing Ruled Out. "It is true," said a Tammany man, "that we do not like the President, and do not love him now. But he is fading out of the picture and would it not be foolish to antagonize his friends with such an open affront as the nomination of a man he practically dismissed from the Cabinet because of his views on the League of Nations?"

William H. Kelly, the Onondaga leader, has suggested Charles E. Treman of Ithaca for the Senate nomination, and his availability is being seriously discussed. He is a wholesale hardware dealer and was Superintendent of Public Works under Gov. Dix.

On all matters, except prohibition, there is a general agreement that in the State platform national matters shall receive particular attention. The platform, of course, will be indorsed, along with the national ticket. No special reference to the League of Nations will be made, if the Governor has his way, the voters being left to infer that the national attitude and the State attitude coincide.

There is some talk that Mayor George E. Ryan of Schenectady may make a fight for a specific indorsement of President Wilson and his Administration. Prohibition will be a thorn in the side of the convention. Last February the Democrats in convention at Albany adopted a plank calling for the repeal of the Eighteenth Amendment. The New York State platform committee has plans to call for the repeal of the Eighteenth Amendment. They were beaten. The puffyfooters in the organization are advising now that this convention follow the lead of the Republicans in declaring since the decision of the United States Supreme Court upholding the Volstead act prohibition has ceased to be a State issue.

Wet Issue Refuses to Stay Down. Up-State leaders declare they will be embarrassed in the campaign if the show platform committee to uphold the wet side. They argue also that it would be a slap at the National Convention to go further along that line than they did in San Francisco.

McCormick Finds Harding in Accord With Europe's Statesmen on Reframing League

By a Staff Correspondent of THE SUN and NEW YORK HERALD.

MARION, Ohio, Aug. 1.—Senator Harding and the Republican party are in full accord with Lloyd George and the statesmen of Europe on the question of reframing an Association of Nations, Senator Medill McCormick of Chicago, who spent the week-end with the Presidential nominee, said to-day. His statement continues: "Senator Harding does not purpose to permit the Democratic candidate or the Democratic managers to evade the issue of the League of Nations or to escape the grand and solemn referendum which Dr. Wilson has sought."

"In an official statement published in the London papers now received here the British Prime Minister says that obviously the covenant must be revised in order to secure American adhesion to any league, and that it will be revised for the better."

"Lord Grey proposes that a new President, in consultation with the Senate, shall be invited to rewrite the entire plan for a concert among the nations and warns against accepting again as representative of the American people the personal views of a party leader."

"It is the plain truth, and we have known it for some time, that in France and England responsible public men bitterly deplore the misrepresentation of America by Dr. Wilson."

NEW LAW TO BE TRIED ON IRISH U. S. URGED TO HALT RED PERIL

Hope of Friendly Settlement Abandoned, Force Bill Will Be Passed.

COURTS-MARTIAL READY

No Trial by Jury and No Passenger Ships to Stop at Irish Ports.

Special Cable Despatch to THE SUN and NEW YORK HERALD. Copyright, 1920, by THE SUN and NEW YORK HERALD. LONDON, Aug. 1.—The British Government starts in to-morrow to break the Sinn Fein, all hopes of a friendly settlement, which seemed possible last week, having been splintered largely on the question of dealing with the Sinn Fein as the representatives of an independent nation. The law and the arm of the law will be turned to what is expected to be the extermination of republican government in Ireland.

To-morrow the Cabinet meets, in spite of the fact that it is a bank holiday, to put the finishing touches on the new Irish crimes' bill, which will be introduced by the Premier in the House of Commons. At the same time military authorities are pouring masses of troops into Ireland. Lloyd George has already described the bill as "sufficiently drastic."

The main feature of the bill is that it provides trial by court-martial instead of by the ordinary civil procedure. The court will be established by the bill, and will be composed of a high court judge, and the procedure is to follow closely, and will be made, if the Government has its way, the voters being left to infer that the national attitude and the State attitude coincide.

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HANLY AND TWO FRIENDS DIE AS TRAIN HITS CAR

Former Indiana Governor One of Country's Leading Drys.

FOE OF RUM 20 YEARS

Nominated for President by Prohibitionists Four Years Ago.

WAS ON LECTURE TOUR

Ohio Physician and Wife Also Killed in Path of an Express Train.

Special to THE SUN and NEW YORK HERALD. DENNISON, Ohio, Aug. 1.—J. Frank Hanly, former Governor of Indiana and candidate for President on the Prohibition ticket in 1916, was killed in an automobile accident near here early this morning. Dr. and Mrs. C. M. Baker of Kilgore, Ohio, who were riding with Gov. Hanly, were also killed. Dr. and Mrs. Baker had met Gov. Hanly in Dennison this morning at 6:45 o'clock, and were driving him to their home in Kilgore when the automobile was struck by a westbound train at Philadelphia Crossing. The car was dragged along the track for several hundred yards before the engine became aware that anything unusual had happened. He said later that he knew nothing of the accident until the fireman told him about it.

Bodies Badly Mangled. The automobile was demolished and parts of it were found scattered for a quarter of a mile along the track. The bodies of Gov. Hanly and Dr. and Mrs. Baker were dragged from the wreckage by the train crew and brought to Dennison, where they were taken to the hospital. The car was badly mangled, and none of the passengers escaped serious injury. Gov. Hanly died at 9 o'clock, Mrs. Baker at 11:30 and her husband at 3:30 o'clock this afternoon.

The engineer and fireman of the train were unable to tell how the accident occurred. Only a few moments before the car was struck an eastbound freight train had passed the crossing safely, and it is believed that Dr. Baker heard that train, but did not hear the one coming from the other direction. It is thought he stopped the car at the crossing, and then drove on the track into the path of the westbound train, which was traveling at a high rate of speed.

Gov. Hanly was on a lecture tour for the Redpath Lyceum Bureau, and was en route to Carrollton, where he was to have delivered an address to-morrow.

Born in Illinois. J. Frank Hanly was born in Champaign county, Ill., in 1862. He did not go to school until he was 17 years old. His mother taught him to read, his only text book being the Bible and a history of the United States.

He was a devoted member of the Methodist church, and was a member of the Indiana State Bar Association. He was a member of the Indiana State Bar Association. He was a member of the Indiana State Bar Association.

HANLY LED DRY FOR SIXTEEN YEARS

First Big Triumph His Defeat of Marshall.

CHICAGO, Aug. 1.—The Prohibition party lost its greatest leader in the death to-day in Dennison, Ohio, of J. Frank Hanly, former Governor of Indiana, Virgil G. Hinshaw, chairman of the Prohibition National Committee, said when informed by the Associated Press of the fatal accident. "Mr. Hanly made his first big fight for prohibition sixteen years ago when he was elected Governor of Indiana on a county option platform in opposition to Thomas R. Marshall, now Vice-President," said Mr. Hinshaw. "Mr. Marshall was understood to be opposed to prohibition in that campaign and Hanly's victory marked one of prohibition's first great triumphs. "Five years previous to his election, however, he came out strongly for prohibition and made an extended speaking tour over the country. Later he made many other tours for prohibition and was always looked upon as one of our greatest leaders. "In 1916 he was the party's candidate for President and drew an unusually large vote."

400 WHISKEY CASES SEIZED.

Liquor Was on Way From Frankfort, Ky., to New York.

Special to THE SUN and NEW YORK HERALD. SPRINGFIELD, Ohio, Aug. 1.—Four hundred cases of Oscar Pepper whiskey being transported from Frankfort, Ky., to New York City in two automobile trucks were taken in charge by the police here this evening. Bert Hamerson, who was in charge of the shipment, and the driver of the trucks, are being detained on orders of Floyd Johnston, United States Commissioner. Hamerson says he had a Government order.

NEW RATES WIN APPLAUSE OF RAILROAD EXECUTIVES; MAY BE IN EFFECT SEPT. 1

RUSH WORK ON NEW SCHEDULE

Carriers' Experts Will Start To-day on Preparation of Revised Tariffs.

REVENUE \$1,134,000,000

But Roads Must Set Aside \$94,000,000 Annually for Improvements.

By the Associated Press. WASHINGTON, Aug. 1.—Rate increases granted the railroads by the Interstate Commerce Commission are designed to give the carriers an annual net operating income of \$1,134,000,000, or \$241,000,000 more than the standard return allowed by the Government, and based on the average of the three year period immediately preceding Federal control.

This sum is \$34,000,000 more than the roads made in their record year of 1915, but is \$95,000,000 less than the total of \$1,233,000,000 net operating income which they sought in presenting their applications to the commission.

Rate experts of the carriers will set to work to-morrow on the tremendous task of preparing the new tariff schedules, which it is planned to file in time for the increased rates—freight, passenger and Pullman—to become effective on September 1. On that date the Government guarantee of the standard return of \$939,000,000 annually will expire under a provision of the transportation act limiting the guarantee to six months after the carriers were returned to private control.

Drop in Travel Expected.

Experts of the commission and the carriers will also undertake to figure the actual increase in the aggregate value of the roads from the rate increases granted, which are about 23 per cent. on freight, 20 per cent. on passenger, 15 per cent. on Pullman charges and 10 per cent. on space in sleeping and parlor cars.

The actual increase amount to be received by the roads as a result of the rate advances has been roughly estimated at \$1,500,000,000, but until the new tariffs are worked out and put into operation the exact amount is problematical. With passenger fares increased one-fifth and Pullman charges advanced one-half, passenger travel probably will be reduced.

Improvements Made Mandatory.

The estimated net operating income of \$1,134,000,000 which the roads are to receive as a result of the fare raises represents a 10 per cent. increase on the aggregate value of the railroad properties, which was placed by the commission at \$1,134,000,000, or \$1,140,000,000 less than the carriers' estimates of the total value of the roads. The roads are to receive 1 per cent. of the aggregate value, or \$94,000,000, must be set aside annually for additions and betterments.

Since the actual net operating income going into the treasury of the carriers would be \$1,040,000,000, from this must be deducted taxes and other fixed expenses not included in operating expenses before the actual net income is determined. Admittedly, taxes and most other of such fixed expenses have increased since the pre-war period, on which the standard Government return is based.

Should the commission's decision result in producing more than the 6 per cent. return on the aggregate value allowed under the transportation act, one-half of the excess would be placed in the death to-day in Dennison, Ohio, of J. Frank Hanly, former Governor of Indiana, Virgil G. Hinshaw, chairman of the Prohibition National Committee, said when informed by the Associated Press of the fatal accident.

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Mexico Will Insist on Maintaining Article 27

MEXICO CITY, Aug. 1.—Article 27 of the Constitution, dealing with oil properties, as well as all statutes emanating from it, will be upheld despite the efforts of "some outside interests to the contrary," according to a statement by Provisional President de la Huerta.

Article 27 of the constitution of 1917 provides for the nationalization of the natural wealth of Mexico and that only Mexicans and Mexican companies may receive concessions for the development of such resources. It provides for the cancellation of all concessions granted during the Porfirio Diaz regime. It is the article against which foreign governments and foreign interests in Mexico have protested so strongly.

BOOST IN STATE RATES PLANNED

Railroads to Ask Advances to Correspond With Those Authorized by I. C. C.

Carriers Calculated on Basis Including Intrastate Schedules, Says Counsel.

By the Associated Press. WASHINGTON, Aug. 1.—Advances of intrastate rates—freight, passenger and Pullman—to correspond with the Interstate Commerce Commission increases authorized yesterday by the Interstate Commerce Commission will be asked of the various State railway commissions by the carriers, it was stated here to-night by Alfred P. Thom, general counsel for the Association of Railway Executives.

Such intrastate rate increases, Mr. Thom said, will not add to the total income provided for by the Federal commission's decision because, in submitting their estimates, the carriers calculated on a basis of increases of both interstate and intrastate rates. Applications to the State commissions are now being prepared by the railroads and it is expected by the railway executives that the public hearings on the proposed intrastate rate increases will be held by the State commissions before the Interstate Commerce Commission to determine whether the existing intrastate rates are discriminatory or prejudicial to interstate commerce.

It was pointed out by Mr. Thom that three representatives of State commissions sat with the Federal commission before the public hearings on the application of the carriers. They will make reports to the State commissions and Mr. Thom said it was thought that their opinions would have weight with the State bodies.

Since the increases in passenger, Pullman, excess baggage and milk rates were made general for the entire country by the Interstate Commerce Commission, the railroads will ask for corresponding increases in each State. The percentage of advances in intrastate freight rates calculated on a basis of request, however, will correspond to the percentage authorized in the territory in which the State is located. Thus increases requested in Eastern States would be 25 per cent. in Southern States, 25 per cent. in Western States, 35 per cent. in Mountain-Pacific States, 25 per cent.

POPE TELLS OF EVIL CONDITION IN WORLD

Says Strengthening Christian Family Aids Society.

ROME, Aug. 1.—Evil conditions confronting the world to-day are outlined in a circular letter issued to the Church by Pope Benedict. The purpose of this letter is to proclaim throughout the world the fiftieth anniversary of the decree by which St. Joseph was named patron of the Universal Church, and in the Pontiff urges the Catholic world to celebrate for a whole year from December next solemn functions in honor of the saint.

"When the end of the war came," says the letter, "the minds of men, led astray by military passions, were exasperated by the length and bitterness of the conflict, and aggravated by famine on one side and accumulated riches in the hands of a few on the other. The war brought about two other evils—the diminution of religious fidelity and the diminution of respect for constituted authority. Lest these habits followed, even among young women, and there arose the fatal doctrine of communism, with the absolute destruction of dutiful relations between nations and between fathers and children. Terrible consequences ensuing have already been experienced."

Presidents of Roads Pleased in Every Respect With I. C. C. Decisions.

BROAD VIEW, THEY SAY

Real Efficiency Promised in Transportation of U. S. as Result.

TO REESTABLISH CREDITS

Peters Sees \$5,000,000 Added to Annual Revenues of Long Island System.

Railroad presidents and other transportation authorities expressed approval generally yesterday of the award of the Interstate Commerce Commission allowing the railroads to increase their freight and passenger rates. Under the decision of the commission, it was declared, the roads would be able to rehabilitate themselves and provide amply for credit. The following replies were received here in response to telegrams sent by THE SUN and NEW YORK HERALD:

By FREDERICK D. UNDERWOOD, President of the Erie Railroad. "The award of the commission will go far toward stabilizing all business. It is the sequel of the constructive work of the last Congress, a verification of the physical value of the railroads. Good crops, with a demand for all we raise from and dig out of the ground, will make good times."

By THOMAS DEWITT CUYLER, Chairman of the Association of Railway Executives. "The Interstate Commerce Commission has taken a broad, statesmanlike view of the railroad problem and has established a basis of rates that will enable the roads to reestablish their credit and build up a system of transportation in this country that should be efficient and permanent."

By SAMUEL REA, President of the Pennsylvania Railroad. "I have just heard of the rate decision, and of course I could not discuss the matter without first carefully studying the new commission ruling. At first glance it looks as though the Interstate Commerce Commission had taken a very broad view of the situation and had tried to do everything it could to help out the railroads."

By AGNEW T. DICE, President of the Philadelphia and Reading Railroad. "Whatever the feeling may be as to the method, there must be a general agreement as to the necessity for additional revenue. The Interstate Commerce Commission is to be commended for its prompt, constructive action. The must mean a restoration of credit to the railroads and will enable them to provide equipment and other facilities to properly handle the business of the country and will undoubtedly lead to further great industrial development."

By DANIEL WILLARD, President of the Baltimore and Ohio Railroad. "If the rate increases will bring renewed activity in the development of the railroads, and I think it will, then the advances instead of tending to increase the cost of living will have just the opposite effect. There will be renewed energy on the part of officers and employees which will be reflected in the additional movement of a large volume of business. This will make up in efficiency the increase in rates. The action will make private ownership and operation a success. Much now depends on the new rate. Congress has done its duty and I believe the railways will now do their duty."

By RALPH PETERS, President of the Long Island Railroad. "While I can't discuss the situation accurately until I know just how we stand, I do know that the award is such as to make us very hopeful. It will help materially. The new rates, which will go into effect on or before September 1, should bring in about \$5,000,000 additional revenue yearly to the Long Island Railroad. So far as I can see now, the decision of the commission is highly satisfactory to us. We need a great deal of additional equipment to take care of the rapidly growing season in the Long Island, which is throwing a heavy strain upon us. The new rates will allow us to carry out the plans we have had in mind for a long time, but which have been impossible because of the war. The new rates will allow us to carry out the plans we have had in mind for a long time, but which have been impossible because of the war."

"For some time we have been running behind, I should say to the amount of about \$2,000,000 in the last six months. The new rates, however, should put us back on the same footing as before the war. We now want to cooperate with the city and State to provide ample facilities to take care of freight and passenger service. Few people in New York understand how rapidly the territory between Long Island City and Brooklyn is being developed. Until the situation is relieved with care I do not know just how much we can improve our system, but the outlook is excellent."

"The great thing now is for employees to put together with the executives. The men have been given substantial increases in pay, and I am glad to see them get it, but now we are hoping that they will give service and handle the traffic efficiently."

By JULIUS KRUTSCHMIDT, President of the Northern Pacific Railroad. "The decision published in the SUN-HERALD, particularly that part relating to special treatment of the two divisions